

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AFI 11-2C-130V3 CL-4  
1 APRIL 2000**



***Flying Operations***

**LOADMASTER TACTICAL AIRDROP CHECKLIST**

This checklist establishes procedures for the operation of C-130 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-130V3, *C-130 Operations Procedures*, and is printed on standard 8 ½" x 11" bond paper then trimmed to a unique size 4 ½" x 6 ½" that will fit the standard plastic C-130 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit water proof copies to aircrew only for use in-flight and training purposes.

CABIN ALTITUDE CHECKLIST .....	2
PERSONNEL AIRDROP CHECKLIST .....	2
PERSONNEL AIRDROP EMERGENCY PROCEDURES .....	6
EQUIPMENT AIRDROP CHECKLIST .....	9
EQUIPMENT AIRDROP EMERGENCY PROCEDURES .....	12
CDS AIRDROP CHECKLIST .....	15
CDS AIRDROP EMERGENCY PROCEDURES .....	18
STANDARD AIRDROP TRAINING BUNDLE (SATB) .....	20
SATB EMERGENCY PROCEDURES .....	22

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### **CABIN ALTITUDE CHECKLIST**

**(Airdrops above 10,000 Feet MSL)**

1. **“ACKNOWLEDGED LOADMASTER”** (CP, E, N, LM)
2. Jumpmaster - Alerted
3. Cabin Altitude Checks - **“COMPLETE”** (LM, E)

### **PERSONNEL AIRDROP CHECKLIST**

#### **PRE-SLOWDOWN CHECKLIST**

1. **“ACKNOWLEDGED LOADMASTER”** (CP, E, N, LM)
2. Jumpmaster - Alerted
3. Helmets - On
4. CDS Arming Switches - Normal
5. UHF/VHF Feeder Mixer Switch - OFF (Some Airplanes)
6. ADS Ramp Support Arms - Connected
7. Jump Platform Lights - As Required
8. Jump Light Intensity - Set (Day - Bright, Night - Dim )
9. Aft Anchor Cable Supports - Lowered (Paratroop Door Exit Only)
10. Anchor Cables - Attached to Center Anchor Cable Supports (Paratroop Door Exit Only)
11. Anchor Cable Stops - Positioned and Secured (Tailgate Exit Only)
12. Static-Line Retriever Cables - Safety Tied and Checked

13. Bundle Marker Lights - On (If Required)
14. Parachute/Restraint Harness - On and Adjusted  
(Attached as Required)
15. Seats - Raised (As Required)
16. **“PRE-SLOWDOWN CHECKLIST COMPLETE”**  
(LM, E)

### **SLOWDOWN CHECKLIST**

#### **A. Troop Door Exit**

- (1) Jumpmaster -Alerted
- (2) Helmet Visor - Lowered
- (3) Air Deflector Doors - Checked
- (4) Paratroop Door(s) - Open and Locked
- (5) Jump Platform(s) - Locked in Place
- (6) Paratroop Door(s) Control - Assumed by  
Jumpmaster/Safety
- (7) **“SLOWDOWN CHECKLIST COMPLETE”** (LM, E)

#### **B. Tailgate Exit**

- (1) Jumpmaster Alerted
- (2) Helmet Visor - Lowered
- (3) Ramp and Door - **“CLEAR TO OPEN”** (LM)
- (4) Aft Anchor Cable Supports - Lowered (If Required)
- (5) Cargo Ramp and Door Control - Assumed by  
Jumpmaster/Safety
- (6) **“SLOWDOWN CHECKLIST COMPLETE”** (LM, E)

## RELEASE POINT CHECKLIST

1. One Minute Advisory - **“ACKNOWLEDGED”** (LM)
2. Status of Load - **“LOAD CLEAR”** (Or Condition)

## COMPLETION OF DROP CHECKLIST

### A. Troop Door Exit

- (1) Red Lights - ON, Jumpmaster/Safety Notified
- (2) Jump Platform(s) - Folded In (As Required)
- (3) Static Lines - Retrieved
- (4) Paratroop Door(s) - **“CLOSED AND LOCKED”** (LM)
- (5) Parachutes - Dearmed (If Required for High Altitude Airdrops)
- (6) **“DROP CHECKLIST COMPLETE”** (LM, E)

### B. Tailgate Exit

- (1) Red Lights ON, Jumpmaster/Safety Notified
- (2) Static Lines - Retrieved
- (3) Aft Anchor Cable Supports - Raised (If Required)
- (4) Ramp and Door - **“CLEAR TO CLOSE”,**  
**“CLOSED AND LOCKED”** (LM)
- (5) Parachutes - Dearmed (If Required for High Altitude Airdrops)
- (6) **“DROP CHECKLIST COMPLETE”** (LM, E)

## **MULTIPLE RIGGING CHECKLIST**

1. Static-Line Retriever Cable - Repositioned/Safety-tied
2. Loose Equipment - Secured
3. **“MULTIPLE RIGGING CHECKLIST COMPLETE”**  
(LM)

## **CLEANUP CHECKLIST**

1. Static-Line Retriever Cable - Rewind
2. Loose Equipment - Stowed
3. Cargo Compartment - Secure

## **PERSONNEL AIRDROP EMERGENCY PROCEDURES**

### **TOWED PARACHUTIST**

1. Jumpmaster Notified - Stop Remaining Parachutists
2. Pilot Notified - **“TOWED PARACHUTIST”** (LM)
3. Confirm Red Light - **“ON”** (LM)
4. Pilot Notified - **“PARACHUTIST RELEASED”** or **“INDICATES CONSCIOUS/UNCONSCIOUS”** (LM)

#### **NOTE**

The jumpmaster/safety will determine how the parachutist is entangled. If being towed by anything other than the static line, the jumpmaster/safety will attempt to free the parachutist. If being towed by the static line the jumpmaster/safety will recommend whether to retrieve or cut free. If all parachutists have exited and no safety is on board, this responsibility rests with the loadmaster.

#### **NOTE**

The parachutist will indicate consciousness and that a reserve parachute is ready by maintaining a tight body position with both hands on the reserve.

*Complete Troop Door Exit or Tailgate Exit Checklist (as appropriate)*

## **TROOP DOOR EXIT**

5. Static Line - Cut on Command or Retrieve Parachutist
  - A. Towed Parachutist Retrieval System (TPRS)/ 5,000-Pound Tiedown Strap/Paratroop Retriever Bar Installed
  - B. Fold In Jump Platform
  - C. Retrieve Parachutist

### **WARNING**

During retrieval, all possible action will be taken to ensure that the parachutist does not slip back at any time. This does not preclude unwinding the retriever to reset the slip clutch, if necessary.

### **WARNING**

All personnel should remain clear of the paratroop door and the line of travel of the static line retriever cable until the parachutist has been retrieved to the door area.

### **NOTE**

It may be necessary to stop retrieval to manually pull the D-bags through the retriever assist strap (RAS) or over the 5,000-pound tiedown strap/paratroop retriever bar.

### **NOTE**

Once the parachutist is in the door area and is being controlled, slightly unwind the retriever so the parachutist may be brought into the aircraft. The jump platform may be extended once the parachutist is in the door area.

6. Status of Parachutist - **“RELEASED/RETRIEVED”** (LM)
7. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
8. Perform Completion of Drop Checklist

## TAILGATE EXIT

5. Static-Line - Cut on Command or Retrieve Parachutist

### CAUTION

If the parachutist is oscillating violently, stop the retrieval momentarily until parachutist is stabilized, then continue retrieval. Repeat stopping retrieval as necessary.

### NOTE

It will be necessary to partially rewind the retriever cable to reach the static-line for cutting.

- A. Strap Installed
- B. Retrieve Parachutist

### NOTE

Once the parachutist is pulled up to the ramp and is being controlled, slightly unwind the retriever cable so the parachutist may be brought into the aircraft.

6. Status of Parachutist - **“RELEASED/RETRIEVED”** (LM)
7. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
8. Perform Completion of Drop Checklist



## **HEAVY EQUIPMENT AIRDROP CHECKLIST**

### **PRE-SLOWDOWN CHECKLIST**

1. **“ACKNOWLEDGED”** (LM)
2. Jumpmaster - Alerted (If Required)
3. Helmets - On
4. CDS Arming Switches - Normal
5. UHF/VHF Feeder Mixer Switch - OFF (Some Airplanes)
6. Forward Load(s) - Secured
7. Emergency Restraint Chains - Removed/Positioned
8. Right Rail Locks - Checked
9. Static-Line Retriever Cables - Safety Tied (If Required)
10. Vertical Restraint Flanges - Retracted and Secured
11. Dual Rail Tiedown Rings - Positioned Aft
12. Jump Light Intensity - Set (Day - Bright, Night - Dim)
13. ADS Ramp Support Arms - Connected
14. Load and Extraction System - Checked
15. Load Marker Light(s) - On (If Required)
16. Simul Open Handle - Safety Pin Removed
17. Left Rail Locks - Sequentially unlock platform(s) for this pass.
18. Appropriate Seats - Raised (As Required)
19. Parachute/Restraint Harness - On/Adjusted and Attached (As Required)
20. Left Rail Locks - **“RETRACTED”** (LM)
21. **“PRE-SLOWDOWN CHECKLIST COMPLETE”** (LM, E)

**SLOWDOWN CHECKLIST**

1. Jumpmaster - Alerted (If Required)
2. Helmet Visor - Lowered
3. Ramp and Door - **“CLEAR TO OPEN”** (LM)
4. Aft Anchor Cable Supports - Lowered (If Required)
5. **“SLOWDOWN CHECKLIST COMPLETE”** (LM, E)

**RELEASE POINT CHECKLIST**

1. One Minute Advisory - **“ACKNOWLEDGED”** (LM)
2. Extraction Parachute Manual Release Handle - Pulled (If Required)
3. Right Rail Control Handle - EMERGENCY Position (If Required)
4. Status of Load - **“LOAD CLEAR”** (Or Condition)

**COMPLETION OF DROP CHECKLIST**

1. Red Lights - ON, Jumpmaster/Safety Notified (As Required)
2. Static Lines - Retrieved (If Required)
3. Aft Anchor Cable Supports - Raised (If Required)
4. Ramp and Door - **“CLEAR TO CLOSE”**,  
**“CLOSED AND LOCKED”** (LM, E)
5. **“DROP CHECKLIST COMPLETE”** (LM, E)

### **MULTIPLE RIGGING CHECKLIST**

1. Right Hand Master Control Handle - NORMAL
2. Simul Handle - Down, Pin Installed
3. Left Rail Locks - Locked
4. Right Rail Locks - Pinned out aft of platform(s) to be dropped this pass.
5. Multiple Extraction Rigging - Complete
6. Loose Equipment - Secured
7. **“MULTIPLE RIGGING CHECKLIST COMPLETE”**  
(LM)

### **CLEANUP CHECKLIST**

1. Right Rail Lock Spring Tension Setting - Removed
2. Pinned Out Right Rail Locks - Pins Removed and Stowed.  
Inspection Covers Closed.
3. Right Hand Master Control Handle - Pull to LOAD Position  
and Return to NORMAL Position.
4. Simul Handle - Down, Pin Installed
5. Left Rail Locks - All Locks Locked and Inspection Covers  
Closed
6. Loose Equipment - Stowed
7. Cargo Compartment - Secured

## **EQUIPMENT AIRDROP EMERGENCY PROCEDURES**

***NOTE:** For combination airdrop emergencies involving parachutists, refer to appropriate personnel airdrop emergency procedure.*

### **LOOSE PLATFORM(S) BEFORE GREEN LIGHT**

1. Notify Pilot - **“MALFUNCTION, LOOSE PLATFORM”** (LM)
2. Parachutists – Forward/Clear (If Required)
3. Emergency Aft Restraint - Applied to Platform(s)
4. Aft Anchor Cable Supports - Raised (If Required)
5. **“CLEAR TO CLOSE RAMP AND DOOR”** (If Required)
6. Platform(s) - Relocked/Secured
7. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
8. Perform Completion of Drop Checklist.

### **EXTRACTION PARACHUTE FAILS TO RELEASE MECHANICALLY OR FALLS ON THE RAMP**

1. Notify Pilot - **“MALFUNCTION”** and give a brief description of the problem. (LM)
2. Parachutists – Forward/Clear (If Required)
3. Emergency Aft Restraint - Applied to Platform(s)
4. Aft Anchor Cable Supports - Raised (If Required)
5. **“CLEAR TO CLOSE RAMP AND DOOR”** (LM)
6. Platform(s) - Relocked/Secured
7. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
8. Perform Completion of Drop Checklist.

**LOAD FAILS TO EXTRACT (WITH SINGLE  
EXTRACTION PARACHUTE) OUTSIDE THE  
AIRCRAFT**

1. Notify Pilot - **“MALFUNCTION”** and give a brief description of the problem. (LM)
2. Parachutists – Forward/Clear (If Required)
3. Emergency Aft Restraint - Applied to Platform(s)
4. Extraction Line - Cut

**WARNING**

Ensure lifeline is attached to a tiedown ring no further aft than FS 677 prior to proceeding aft to cut extraction line.

**WARNING**

Exercise caution when cutting the extraction line because of possible recoil.

5. Aft Anchor Cable Supports - Raised (If Required)
6. **“CLEAR TO CLOSE RAMP AND DOOR”** (LM)
7. Platform(s) - Relocked/Secured
8. **“MALFUNCTION CHECKLIST - COMPLETE”** (LM)
9. Perform Completion of Drop Checklist.

**MULTIPLE 28-FOOT EXTRACTION  
PARACHUTES FAIL TO RELEASE  
MECHANICALLY OR FALLS ON THE RAMP**

1. Notify Pilot - **"MALFUNCTION"** and give a brief description of the problem. (LM)
2. Parachutists – Forward/Clear (If Required)
3. Aft Anchor Cable Supports - Raised (If Required)
4. **"CLEAR TO CLOSE RAMP AND DOOR"** (LM)
5. Platform(s) - Relocked/Secured
6. **"MALFUNCTION CHECKLIST COMPLETE"** (LM)
7. Perform Completion of Drop Checklist.

**LOAD FAILS TO EXTRACT WITH  
MULTIPLE 28-FOOT EXTRACTION  
PARACHUTES OUTSIDE THE AIRCRAFT**

1. Ensure Right Rail Control Handle is in the EMERGENCY Position
2. Notify Pilot - **"MALFUNCTION, Load Failed to Extract"** (if the load still fails to extract) (LM)
3. Parachutists – Forward/Clear (If Required)
4. Simul Handle - Pulled to Full Forward Position

**WARNING**

A steady pull on the Simul handle for approximately 10 - 20 seconds is required to compensate for lock loading and binding caused by towed parachutes.

5. If Load Still Fails to Extract, Notify Pilot.

## **CDS AIRDROP CHECKLIST**

### **PRE-SLOWDOWN CHECKLIST**

1. **“ACKNOWLEDGED”** (LM)
2. Jumpmaster - Alerted (If Required)
3. Helmets - On
4. CDS Arming Switches - Normal
5. UHF/VHF Feeder Mixer Switch - OFF (Some Airplanes)
6. Forward Barrier - Checked
7. Forward and Aft Restraint Straps - Removed
8. Static-Line Retriever Cables - Safety Tied (If Required)
9. Jump Light Intensity - Set (Day - Bright, Night - Dim)
10. ADS Ramp Support Arms - Connected
11. CDS Retriever Cable, Release Gate and Knife - Checked
12. High Altitude CDS Safety Pins - Removed
13. Container Marker Lights - On (If Required)
14. Vertical Restraint Straps - Removed (As Required)
15. Appropriate Seats - Raised (As Required)
16. Parachute/Restraint Harness - On/Adjusted and Attached (As Required)
17. **“PRE-SLOWDOWN CHECKLIST COMPLETE”**  
(LM, E)

**SLOWDOWN CHECKLIST**

1. Jumpmaster - Alerted (If Required)
2. Helmet Visor - Lowered
3. Ramp and Door - **“CLEAR TO OPEN”** (LM)
4. Remove 5,000 pound restraint strap on aft CRRC platform.
5. Aft Anchor Cable Supports - Lowered (For Personnel, CRRC, and CDS using Break-away Static lines)
6. Static-Line Retriever Cable Compression Spring - Seated (As Required)
7. CDS Switch - Armed (Some Airplanes)
8. **“SLOWDOWN CHECKLIST COMPLETE”** (LM, E)

**RELEASE POINT CHECKLIST**

1. One Minute Advisory - **“ACKNOWLEDGED LOADMASTER”** (LM)
2. Static-Line Retriever Rewind Switch - Activated (As Required)
3. CDS Switch - DE-ARM (As Required)
4. Forward Chain Barrier - Removed (If Required)
5. Status of Load - **“LOAD CLEAR”** (Or Condition) (LM)

**COMPLETION OF DROP CHECKLIST**

1. Red Lights - ON, Jumpmaster/Safety Notified (As Required)
2. Static Lines - Retrieved (If Required)
3. Aft Anchor Cable Supports - Raised (If Required)
4. Ramp and Door - **“CLEAR TO CLOSE”, “CLOSED AND LOCKED”** (LM)
5. Parachutes - Dearthed (If Required, High Altitude Airdrops)
6. **“DROP CHECKLIST COMPLETE”** (LM, E)



### **MULTIPLE RIGGING CHECKLIST**

1. Tiedowns - Removed Aft of Subsequent Bundle(s) Path
2. Emergency Restraint Straps - Repositioned
3. Static-Line Retriever Cable - Repositioned
4. Loose Equipment - Secured
5. **“MULTIPLE RIGGING CHECKLIST COMPLETE”**  
(LM)

### **CLEANUP CHECKLIST**

1. Forward Barrier Chains - Stowed
2. Emergency Restraint Straps - Stowed
3. Static-Line Retriever Cable - Rewound
4. Pinned Out Right Rail Locks - Pins Removed and Stowed.  
Inspection Covers Closed.
5. Left Rail Locks - All Locks Engaged and Inspection  
Covers Closed.
6. Loose Equipment - Stowed
7. Cargo Compartment - Secured

**CDS AIRDROP EMERGENCY PROCEDURES**

***NOTE:** For combination airdrop emergencies involving parachutist, refer to appropriate personnel airdrop emergency procedure.*

**GATE FAILS TO CUT OR LOAD FAILS TO EXIT**

1. Dearm CDS Switch (If Installed)
2. Notify Pilot - **“MALFUNCTION”** and give a brief description of the problem. (LM)

**WARNING**

When dropping double stick CDS using the CVR and one gate fails to cut, delay notifying the pilot of the malfunction until the container(s) of the released stick have exited the aircraft.

3. Parachutists - Forward/Clear (If Required)
4. Aft Anchor Cable Supports - Raised (If Required)
5. **“CLEAR TO CLOSE RAMP AND DOOR”** (LM)

**WARNING**

When the ramp and door cannot be closed from the cockpit, the loadmaster secures the load for aft movement. Ensure lifeline is attached to a tiedown ring no further aft than FS 677 prior to proceeding aft to operate the ramp and door controls.

**CAUTION**

If the load is jammed in the ramp area, notify the engineer to stop closing action when the door is released from the uplock. If this is necessary, the loadmaster will close the ramp after securing the load.

6. Load - Secured
7. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
8. Perform Completion of Drop Checklist

## **STANDARD AIRDROP TRAINING BUNDLE (SATB)**

### **BUNDLE INSPECTION (PRIOR TO TAKEOFF)**

1. Pendulum line attached
2. Pilot chute (68-inch) attached to SATB with one turn of ticket number 8/4 cotton thread at all four corners.
3. Ensure bag closing ties are made with single lengths of ticket number 8/4 cotton thread.
4. Ensure G-14 clevis is attached to static line.
5. Bundle Marker Lights attached as required
6. Bundle marked for identification

### **BUNDLE RIGGING**

1. TROOP DOOR EXIT (PERSONNEL)

#### **NOTE**

Install at pre-slowdown checklist.

- A. Attach static-line to anchor cable or floor tiedown ring.

#### **NOTE**

G-14 clevis may be attached to a serviceable locking carabiner and the carabiner attached to an anchor cable or floor tiedown ring.

- B. Place SATB forward of paratroop door.

## 2. RAMP EXIT (EQUIPMENT AND CDS)

**NOTE**

Install by pre-slowdown checklist and ensure aircraft is configured for heavy equipment/CDS airdrop.

- A. Place SATB in extraction parachute release mechanism.

**CAUTION**

Use extreme caution since footing may not be adequate when the CVR is installed.

**NOTE**

“V” ring will be placed in forward most slot of parachute release mechanism.

- B. Attach pendulum line to pendulum pivot arm.  
C. Attach static-line to tiedown ring 26D (26C or 26E with CVR installed) using G-14 clevis.

**NOTE**

G-14 clevis may be attached to a serviceable locking carabiner and the carabiner attached to the appropriate floor tiedown ring.

**AIRDROP**

## 1. PERSONNEL SIMULATION

- A. Use personnel airdrop checklist.  
B. Manually eject bundle downward through paratroop door upon hearing and visually checking green light on.

## 2. HEAVY EQUIPMENT OR CDS SIMULATION

- A. Use heavy equipment checklist.  
B. Pull parachute manual release handle for CDS simulations upon hearing and visually checking green light on. Use the manual release handle for heavy equipment simulations after confirming green light on when the primary release system fails.

## **SATB EMERGENCY PROCEDURES**

### **EXTRACTION PARACHUTE MECHANISM FAILS TO RELEASE MANUALLY OR SATB FALLS ON THE RAMP**

1. Notify pilot - **“MALFUNCTION”** and give a brief description of the problem. (LM)
2. **“CLEAR TO CLOSE RAMP AND DOOR”** (LM)
3. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
4. Perform Completion of Drop Checklist.

#### **NOTE**

Make no attempt to remove the bundle from the ramp prior to closing the ramp and door. Do not attempt further airdrops utilizing the bomb rack.

**TOWED SATB (SIMULATED PERSONNEL,  
EQUIPMENT, OR CDS)****WARNING**

Do not attempt pulling SATB back into the aircraft.

1. Notify pilot - **“MALFUNCTION”** and give a brief description of the problem. (LM)
2. Static Line- Cut on Command

**WARNING**

Ensure lifeline is attached to a tiedown ring no further aft than FS 677 prior to proceeding aft to cut static line for simulated equipment or CDS.

**WARNING**

Exercise caution when cutting static line because of possible line recoil.

**NOTE**

For Ramp and Door operations, if possible, cut the static line prior to making any turns. A towed bundle could become wedged in the aircraft elevator during turns.

**RAMP EXIT**

3. **“CLEAR TO CLOSE RAMP AND DOOR”** (LM)
4. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
5. Perform Completion of Drop Checklist

**TROOP DOOR EXIT**

3. Paratroop Door, **“CLOSED AND LOCKED”** (LM)
4. **“MALFUNCTION CHECKLIST COMPLETE”** (LM)
5. Perform Completion of Drop Checklist

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